



## GOWNS MADE SIMPLE

WEDDING GARMENTS ARE NOT MARKED BY SPLENDOR.

Many Novelties Have Been Evolved by the Modistes to Give Distinctive Styles to the Dresses of the Season.

Of the making of wedding gowns there is no end at this moment, and all tastes seem to have agreed upon supple fabrics, whatever the grandeur or simplicity of the gown. No texture can be used that falls stiffly, so if there is a court train this, too, is of the softest satin of silk, lined and wadded for body.

Satin charmeuse, which is a smooth-faced, crushable material of uncommon beauty, is much used, this lending itself to a certain maiden sweet-



ness that seems most appropriate for brides. Every species of lace is used with this fabric and with all others, and used in vast quantities, too, and if the dress texture is diaphanous—for there are many frocks entirely of lace, or of chiffon or embroidered gauze—there may be narrow garlands of orange blossoms on both the bodice and skirt. Chalk-white is a new tone for altar materials, and a gauze in this may be entirely without luster.

In striving for new and novel cuts, Dame Fashion has been a little crazy. It must be confessed, though despite

the promptings of common sense some of her madresses seem delightfully effective. For instance, a wedding frock lately made for a bride-elect had a train in two distinct points, and one of these longer than the other! The train was cut up in a V in the back, the two side pieces were then gathered and trimmed each with a big flat rosette. Yet funny as it was, this was most pleasing, though the idea is not one likely to be followed by many brides.

Occasionally, a bride decides upon a one-piece frock for traveling, and though the choice is by no means popular such costumes go best with the dashing long coats which are so useful for the honeymoon trip, and which look so well on many slim young figures.

One such traveling frock was made after the design illustrated which depicts a dress of novelty wool in blue and black, trimmed with a bit of old red velvet and buttons covered with the same.

The tucked bodice of this costume is very pretty and youthful and the rear view of the style shows how easily a high guimpe and longer undersleeves will transform it into a prim street effect. But if made high it would be well to have the stock adjustable, for the collarless effect is somewhat more dressy for the train or boat dinners, when a little fixing up is in order and it is not possible to change the costume.

The jabot frill of the bodice is of cream embroidered batiste, and the skirt model with its narrow front and back panel is one used as much for the house as for the street. Indeed, the pretty model is adapted to a number of little frocks in various materials, and if the bride marries late in October, there is still time to pick up useful bargains in pretty summer materials. All of the darker foulards and thin silks and the cotton and wool veilings in pale or quiet colors would develop charming house gowns in this style.

### Padding Embroidery.

Where heavy padding is desired under embroidery, try using little wads of raw cotton instead of filling in the padded space with many, many stitches of darning thread.

To pad a scallop, catch up a bit of raw cotton in your fingers and roll it between the thumb and forefinger until it is the length of the scallop, thick in the center but tapering to a mere thread at each end. Lay this on the scallop and with a few stitches catch to the material. Embroider over it in the usual way.

Flowers have their petals padded by making little cushion-like wads of cotton and catching them down to the material, well inside of the working line, with ordinary sewing cotton.

Coindots and ribbon designs are treated accordingly.

### Silk and Batiste.

The news from Paris is that taffeta and surah coats and skirts lead everything else. They have taken the place of linen, of serge and of foulard. The only trimming beyond a few cord loops and braid buttons is a pointed collar on the coat made of the kind of linen used for men's dress shirts. By the way, this linen is in high fashion now, and is made into plain blouses with Irish lace collars for autumn coat suits.

A woman isn't self-made just because she makes her own complexion.

Red Cross Bag Blue, all blue, best bluing value in the whole world, makes the laundress smile.

### Lingering.

"Did you have a trial before you hanged that horse thief?"

"We sure did," replied Plute Pete. "He was a mighty bad man and we wanted to give him all the unpleasant suspense possible."

### Order of Independents.

Larry O'Neil had no love of discipline save as he administered it. When he decided to "fine the p'rade," he breathed defiance with every order issued by the military leader.

"Here, you! Look out for yer feet!" muttered the man next him. Keep shtep, can't you?"

"Get along wid yer shteps," said Larry, turning on him. "I've a shtep o' me own, an' I'll take it or lave the p'rade to get on widout me."—Youth's Companion.

### LOT WAS IMPROVED.



Fred—I love you a whole lot.  
Tess—Frank told me yesterday that he loved me a whole house and lot.

### A HIT

What She Gained by Trying Again.

A failure at first makes us esteem final success.

A family in Minnesota that now enjoys Postum would never have known how good it is if the mother had been discouraged by the failure of her first attempt to prepare it. Her son tells the story:

"We had never used Postum till last spring when father brought home a package one evening just to try it. We had heard from our neighbors, and in fact every one who used it, how well they liked it.

"Well, the next morning Mother brewed it about five minutes, just as she had been in the habit of doing with coffee without paying special attention to the directions printed on the package. It looked weak and didn't have a very promising color, but nevertheless father raised his cup with an air of expectancy. It certainly did give him a great surprise, but I'm afraid it wasn't a very pleasant one, for he put down his cup with a look of disgust.

Mother wasn't discouraged though, and next morning gave it another trial, letting it stand on the stove till boiling began and then letting it boil for fifteen or twenty minutes, and this time we were all so pleased with it that we have used it ever since.

"Father was a confirmed dyspeptic and a cup of coffee was to him like poison. So he never drinks it any more, but drinks Postum regularly. He isn't troubled with dyspepsia now and is actually growing fat, and I'm sure Postum is the cause of it. All the children are allowed to drink it and they are perfect pictures of health." Name given by Postum Co., Battle Creek, Mich.

Read the little book, "The Road to Wellville," in pkgs. "There's a reason."

Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

### Too Hot.

"Doesn't this weather suit you?"  
"No; I never liked summer, except in winter."

### The Summer Parting.

The Wife—O, Jim! What shall we do with the cat?

The Husband—Leave her here. I wouldn't take a cat I thought anything of to the place where we're going to board!

### Different.

David Belasco was condemning two melodramas that had an unmerited success among the less cultivated portion of the public.

"The first," Mr. Belasco said in his epigrammatic way, "was all blood and thunder, and the other was all thud and blunder."

### HOMESEEKERS' EXCURSION RATES TO TEXAS AND NEW MEXICO POINTS DURING 1911.

On the first and third Tuesdays of each month during the entire year The Colorado and Southern Railway will sell round trip homeseekers' excursion tickets to a great many points in New Mexico and Texas at greatly reduced rates. Final limit 25 days allowing liberal stop-over privileges. For detailed information, rates, etc., call on your nearest Colorado and Southern agent or address T. E. Fisher, General Passenger Agent, Denver, Colo.

## DENVER DIRECTORY

BON I. LOOK Dealer in all kinds of MER-  
tising mailer free, Cor. 16th & Blake, Denver.

### COLORADO SCHOOL LANDS AT PUBLIC AUCTION.

Colorado's State Land Board will sell 8,000 acres of excellent irrigated fruit and farm lands in Montezuma Valley, October 5th-12th, 1911, at Cortez, Colorado. Payments will be distributed over fourteen years.

A rate of one fare for the round trip will be in effect from all stations in Colorado, via

The Denver & Rio Grande Railroad. Tickets on sale September 30th, October 1st, 2d and 3d from all main line points Denver to Grand Junction, Inc.

From all other points October 1st, 2nd, 3d and 4th. Final return limit October 20th.

For full particulars, apply to NEAREST RIO GRANDE AGENT or Frank A. Wadleigh, General Passenger Agent, Denver, Colo.

## CASH FOR IDEAS

\$50 for the best Trademark  
\$25 for the best Motto

We want these to help impress on the public the strength and vigor of this WESTERN company, and its unusually liberal policy contracts. Contest, which is open to everybody, closes September 30.

For particulars address

C. M. Reich, General Agent, Boulder, Colo.

Continental Life Insurance & Investment Company W. H. Cunningham, General Manager  
McCormick Block, Salt Lake City

### LOW COLONIST RATES

via  
THE DENVER & RIO GRANDE RAILROAD

"The Scenic Line of the World."  
September 15th to October 15th, 1911.  
Inclusive—\$25.00

From Denver, Colorado Springs, Pueblo, Canon City, Leadville, Glenwood Springs, Delta, Grand Junction, Gunnison, Montrose and all intermediate points. Reduced rates are also authorized from other points in Colorado and New Mexico to San Francisco, Los Angeles, Sacramento, San Diego, Bakersfield, Fresno, San Jose, Santa Barbara, Redding, Marysville and all points on main line of Western Pacific, Southern Pacific and San Pedro Rys., and to Portland, Ore., Tacoma, Seattle, Wash., Vancouver, Victoria, B. C., and other points in same territory.

Stopovers of five days will be allowed on the D. & R. G. R. R. at and west of Canon City and at Elko, Reno, Las Vegas, Lovelock, Shafter, Winnemucca, Nev., and all points in California, at all points on the Great Northern and Northern Pacific at and west of Billings, at all points on the O. S. L. and O. W. R. & N., Pocatello and west, and at all points on Southern Pacific between Portland, Ore., and Weed, Cal.

Daily lines of Pullman Tourist Sleeping Cars will leave Denver via Denver & Rio Grande, running through to San Francisco and Los Angeles without change.

Electric-lighted Tourist Sleeping Cars to San Francisco via Salt Lake City and Western Pacific Railway.

Open-top Observation Cars through the canyons; seats free.  
For information regarding train service, reservations, etc., call on local Rio Grande Agent or address Frank A. Wadleigh, General Passenger Agent, Denver, Colo.